

# Fort Bragg



*Home of the Airborne & Special Operations*



*Emulating the Spirit of the Fort Bragg Soldier*

---

# **Information Briefing on**

**Self contained, Multipurpose, Elevating, Rollerized Trailer  
(SMERT)**

***Design Concept by Fort Bragg  
Directorate of Logistics, Transportation  
Division, Arrival/Departure Airfield  
Control Group***

***For more information email:***

***[adacgops@conus.army.mil](mailto:adacgops@conus.army.mil)***

***or call 910-396-7904***





# Background

- Existing system using flatbed trailers with live conveyor rollers was:
  - Unsafe due to tying down loads with straps on live rollers
  - Unable to match up to varying dock heights (required use of Air Force K-Loaders to transload cargo from docks to trailers)
  - Rollers had to be removed to transport containers or pallets to unit areas
  - Rigging time to secure rollers to trailer deck was in excess of 2 hours with a 4 person team
  - Required a lot of manpower to move heavy platforms

Old System



# New Design

- 60K lb payload capacity
- Replicates most of the capabilities of a K-Loader
- Trailer is fully self contained (generator, air compressor, etc.)
- Uses any standard semi tractor, no special prime mover needed
- Secure locking system for pallets and heavy drop platforms
- Sliding rail system to handle platforms in both the 88 inch and 108 inch configuration
  - This feature allows the trailer to be operated on highways without requiring a special hauling permit
- Positive pallet locks to secure load without straps
- Retractable pneumatic rollers inset over length of the bed
- Elevates to all dock heights, with slight modifications can be used to load and unload C130 and C17 aircraft
- 10.5K winch to assist in loading operations if necessary
- Auxiliary swing out lights built onto trailer
- Most parts are Commercial Off The Shelf (COTS) items, reduces maintenance costs
- Fork lift tine pockets





*Emulating the Spirit of the Fort Bragg Soldier*

# Contact Information

***Fort Bragg NC  
Directorate of Logistics,  
Transportation Division,  
Arrival/Departure Airfield  
Control Group***

***email:***

***[adacgops@conus.army.mil](mailto:adacgops@conus.army.mil)***

***or call 910-396-7904***





Existing system for loading trucks



*Emulating the Spirit of the Fort Bragg Soldier*





One major hurdle with the current process is the different dock heights compared to the current trailer bed height



*Emulating the Spirit of the Fort Bragg Soldier*

---





Self Contained, Multi Purpose, Elevating, Rollerized Trailer  
(SMERT)



*Emulating the Spirit of the Fort Bragg Soldier*

---

No straps needed



*Emulating the Spirit of the Fort Bragg Soldier*

Lifting 20,000 lbs while not attached to the truck



*Emulating the Spirit of the Fort Bragg Soldier*



## Wireless Remote Control



*Emulating the Spirit of the Fort Bragg Soldier*

---



Hydraulic legs for leveling system



The hydraulic legs do the lifting





Positive Pallet Locks

Sliding Rail system for  
88" to 108" pallets and  
heavy drop platforms



*Emulating the Spirit of the Fort Bragg Soldier*





*Emulating the Spirit of the Fort Bragg Soldier*

---



Easy loading and un-loading



*Emulating the Spirit of the Fort Bragg Soldier*

---



Fully self contained with generator, air compressor, winch and hydraulic pump.

*Emulating the Spirit of the Fort Bragg Soldier*

---





Easily adjustable bed width



*Emulating the Spirit of the Fort Bragg Soldier*

---



Holding approximately  
7000 pounds.



Holding approximately  
20,000 pounds.



*Emulating the Spirit of the Fort Bragg Soldier*

---



The height of the dock is no longer a problem



With a slight modification the trailer can raise and lower to meet C130 and C17 deck heights.



*Emulating the Spirit of the Fort Bragg Soldier*